

HOUSE OF ASSEMBLY.

Thursday, June 11, 1959.

The SPEAKER (Hon. B. H. Teusner) took the Chair at 2 p.m. and read prayers.

QUESTIONS.**HIRE-PURCHASE LEGISLATION.**

Mr. O'HALLORAN—An article in last night's *News* under the heading "Hire-purchase Bill does not Control Interest" states that controls over interest rates will not be included in hire-purchase legislation to be introduced in the State Parliament later this year. Will the Premier state definitely whether or not it is the Government's intention to provide for the control of interest in such legislation, and is he prepared to take the House into his confidence concerning other important aspects of the legislation?

The Hon. Sir THOMAS PLAYFORD—The nature of the Bill to be introduced was decided at an interstate conference attended by all State Ministers and representatives of the Commonwealth. It is uniform legislation with one or two minor exceptions, one being that New South Wales proposes to include a provision to control interest rates; but as that provision provides for interest rates in excess of those charged in South Australia at present—and I believe of the rates applying in Victoria—there would be no point in incorporating a similar provision in our Bill because it would not have the effect of lowering interest rates but would legalize rates in excess of present charges. There is no provision in the uniform legislation for the control of interest rates as such, but provisions for the general control of conditions of contracts will no doubt have some bearing on the charges to the hirer.

NEW UNLEY BOYS HIGH SCHOOL.

Mr. MILLHOUSE—Can the Minister of Works indicate the progress being made on the building of the new Unley boys high school and whether he still hopes it will be finished in September, as previously announced?

The Hon. G. G. PEARSON—Tenders for that school closed some time ago and a contract was accepted, but the contractor encountered difficulty in providing the necessary finance and was subsequently obliged to go into voluntary liquidation. The Architect-in-Chief immediately took what steps he could to keep the work going and an agreement was reached between all parties concerned that

the work should proceed. The contractor's creditors consented to an arrangement that took less time than would have been taken in formal proceedings. The department has done everything in its power to expedite the completion of the work. The same contractor is involved in the erection of the Seacliff school in the Minister of Education's district and the unavoidable delays that have resulted were not the fault of the department, which has taken prompt steps to get the wheels turning again.

Mr. Frank Walsh—Why doesn't the Government do something?

The Hon. G. G. PEARSON—In all previous arrangements we have had with him this man has proved an admirable contractor. This big undertaking apparently involved him more than he anticipated and that is the reason for the present situation. Negotiations have been completed for the resumption of work, which is now in full swing. That applies to both schools, although there is not so much visible sign of progress at Seacliff. It would be unwise for me to attempt to give a firm date for the completion of these schools, but we shall do our best to overcome delays.

ANGASTON MARBLE CHIPPINGS.

Mr. FRANK WALSH—I recently visited Angaston and saw Angaston pink marble on show. I have consulted an officer of the Mines Department about a man who desires to open a marble quarry at Angaston. If he does that a substantial supply of pink marble will become available. Can the Minister of Works say whether it can be arranged for Angaston pink marble chips to be used in the exposed aggregate of various Government buildings under construction in lieu of costly imported marble chips from Sydney?

The Hon. G. G. PEARSON—I am sure the Architect-in-Chief will be pleased to investigate the matter and I will ask him to do so.

WHEAT PLANTINGS.

Mr. LAUCKE—The policy of segregating soft and semi-hard wheats in South Australia has worked well in recent seasons and has enabled participation in export business in soft wheats to overseas buyers, including Japan, and, at the same time enabled the demands of overseas buyer countries of semi-hard varieties to be met. I agree with Mr. Tom Shanahan, president of the Wheat-growers' Association and a Wheat Board member, that the time has come when greater attention should be paid to growing each type

of wheat in those parts of the State peculiarly suited to them. Can the Minister of Agriculture say whether a survey of our wheat belts could be made to ascertain the types most suited to given areas with a view to recommending to farmers that certain wheats can be grown to advantage in certain areas?

The Hon. D. N. BROOKMAN—I saw the statement referred to and will consider the suggestion for a survey; but nobody likes compulsion, and I should say that recommendation and encouragement are the only things the department would be prepared to do. Without necessarily having a survey made, I will obtain some information from the department on how far our available information goes, and inform the honourable member.

MERLOO GOLD MINING COMPANY.

Mr. JENNINGS—On Tuesday night a report concerning the Merloo Gold Mining Company was tabled in this House. I draw the attention of members to this report because I am sure that if they read it they will have a much greater appreciation of that old Australian saying that Ned Kelly was a gentleman. This report contains 21 type-written foolscap pages and I know you, Sir, would not allow me to quote extensively from it in asking a question, but I may mention some salient and significant facts. One is that 793,000 paid-up 2s. 6d. shares were transferred to a Mr. Stewart at 3d. a share when the 1s. 6d. shares were being negotiated on the Adelaide Stock Exchange at between 6½d. and 8d. In his report the Registrar of Companies states that he cannot find this elusive Mr. Stewart, but local gossip has it that if one went to the address of that celebrated businessman in New South Wales, John Woolcott Forbes, one might be able to find Mr. Stewart.

People who have invested in this company are saying other things—for instance, that Mr. Sinclair, who has taken a prominent part in the negotiations of the company, was once convicted for conspiracy in New South Wales. This company is registered in South Australia and most of the original shareholders were South Australians, but the control has been transferred by devious and diverse means to Melbourne. Will the Premier give the Registrar of Companies a mandate to investigate the matter more fully than he did before? Apparently he was circumscribed by the fact that he could only look for books, records and so on, which, in a case like this, I think the House will realize, would be “cooked up” in

any case. Will the Government invest the Registrar with the powers of a Royal Commission or, if the Premier does not wish to do that, will he take to Cabinet the suggestion that the Companies Act be amended so that people—who are admittedly gullible—who invest in gold mines may be protected against themselves?

The Hon. Sir THOMAS PLAYFORD—The respective rights of shareholders are laid down in the Companies Act. The investigation by the Registrar was undertaken at the request of a member of this House and a report was obtained, which was tabled for the information of that member and all members. On the general question, the States are getting much closer together in the matter of having a uniform company law, and a conference will soon be held in Melbourne towards that end. So far as I know there was no difficulty in getting the facts of this case; the problem arises as to the best method of cleaning up what appears to be a very bad case. The Government has no rights in the matter. The aggrieved persons are the shareholders, who have the information available to them now in the report tabled, and it is in their hands to take action. Whether the American firm that held 500,000 shares will take action or not is a matter for its own decision.

I have had no report whatever from the Registrar of Companies that he had any difficulty in getting the information to compile his report, and that would be the only matter to be considered in relation to a Royal Commission, because a Royal Commission has additional powers to obtain information if it is withheld. However, as far as I know the Registrar had enough information to satisfy him as to the position, and I think it is now for the shareholders to decide among themselves whether or not to take further action.

NAILSWORTH GIRLS' SCHOOL EXTENSIONS.

Mr. CUMBE—On several occasions last year I approached the Minister of Education regarding the site for the extension of the Nailsworth girls technical high school. Can he inform me whether further progress has been made, whether a site has been finally selected, and if it has not, will he see whether his officers can expedite the matter?

The Hon. B. PATTINSON—Further progress has been made, another site has been selected and negotiations are at present in progress, which I hope will be soon successful.

QUEEN ELIZABETH HOSPITAL ARCHITECTS' FEES.

Mr. HUTCHENS—Recently, at the invitation of the Chief Secretary, members of this Parliament were shown over the Queen Elizabeth Hospital. I feel that every member appreciated that it was a really remarkable hospital and that a great deal had gone into its planning, but there is some concern about architects' fees. Will the Premier state what percentage of the total cost was paid in architects' fees?

The Hon. Sir THOMAS PLAYFORD—The Government had this hospital built outside the Architect-in-Chief's Department, not because it lacked confidence in the Architect-in-Chief or his officers, but because the size of the hospital would have required all the architects in that department to be engaged on the hospital for a period of approximately nine or 10 months. This would have meant that every other job in the State would be held up. I can obtain the precise amount for the honourable member; the fees paid were the regulation fees for architects.

KEITH AND TINTINARA RAILWAY STATIONS.

Mr. NANKIVELL—In paragraph 13 of the Governor's Speech reference was made to two new railway stations, one at Keith and one at Tintinara. Can the Minister representing the Minister of Railways ascertain when the Railways Commissioner proposes to commence work on these projects?

The Hon. G. G. PEARSON—Anticipating the question I obtained a report from the Minister. He advises that Mr. Bridgland, Chief Engineer for Railways, with the General Traffic Manager, will on June 17, discuss the matter with local citizens, inform them of what is proposed and receive their comments.

SWIMMING INSTRUCTION IN SCHOOLS.

Mr. TAPPING—Can the Minister of Education say whether the swimming campaign conducted by the department last summer was as successful as the one in the previous summer?

The Hon. B. PATTINSON—It was an outstanding success. All told 37,000 children received swimming tuition during the season, 18,000 during term time and 19,000 during the vacation period, and over 25,000 received Education Department certificates. During the four years since I inaugurated the campaign nearly 120,000 have received swimming tuition.

KOONIBBA MISSION SHEDS AND TANKS.

Mr. BOCKELBERG—Can the Minister of Works give any information regarding the building of sheds and tanks for use by natives at Koonibba, which work was, I understand, to have been started in May? Has it commenced, and, if not, when will a start be made?

The Hon. G. G. PEARSON—From memory, I can say that Cabinet approved the expenditure earlier in this calendar year and that the necessary materials were placed on order, but that there has been some delay in delivering the iron for the project. That may seem peculiar, but the iron required is 24 gauge and not the usual 26 gauge. As supplies were not available in the State tenders were called, and that has held up the work for a week or two. The job is in hand and scheduled to be commenced by the department soon and will be finished, I think, about mid-August or early September.

OCCUPATIONAL THERAPY.

Mrs. STEELE—Under present conditions at the Royal Adelaide Hospital there are no proper facilities for the provision of occupational therapy activities, which play so important a part in the rehabilitation of patients suffering from various disabilities. It is universally considered that such services are an essential adjunct in any modern hospital, and at the new Queen Elizabeth Hospital there is a Department of Physical Medicine, an integral part of which is occupational therapy. In the planning of new and/or additional buildings at the Royal Adelaide Hospital can the Minister of Health take steps to ensure that such facilities are provided, and will he investigate the possibility of establishing a centre for the training of occupational therapists whose services are so vitally needed in this State by a number of institutions both public and private, because the only training schools of that nature in Australia at present are in Melbourne and Sydney, and the graduates from them are quickly absorbed by hospitals in those States?

The Hon. Sir THOMAS PLAYFORD—The question covers a wide field and includes many matters. Much occupational therapy work has been done in some institutions, but I do not believe there has been much at the Royal Adelaide Hospital, which was designed more for acute cases than for long-term rehabilitation. I will get from the Minister of Health a complete report on what is covered by the new

designs for the Royal Adelaide Hospital. They are being worked out by medical authorities at the University and the hospital, together, I believe, with some representation of the British Medical Association. I understand the scope of the building will be very wide; it will certainly be very costly. I will get a report for the honourable member and let her have it in due course.

PSYCHIATRY STUDY.

Mr. HUGHES—Recently Professor Tretowan, Professor of Psychiatry at the Sydney University, was in Adelaide to deliver the Barton Pope lecture. Whilst here he was reported to have said:—

To cope with the growing problem of mental ill-health there should be a substantial increase in the number of students studying psychiatry. At present no student from the Adelaide University can become a psychiatrist without going interstate or overseas to do his training. The growing problem of mental illness did not mean that there was more mental sickness in the world. It is just that incidence of mental illness is becoming more and more apparent. If we could treat people in the early stages we could cure them before they become chronically ill. The greater need in Australia was not more mental hospitals, but more hospital staff.

Unfortunately it was not my good fortune to attend the lecture. Are we to assume from the Professor's statement that it is necessary for students desirous of studying psychiatry to enrol at a University in another State or go overseas and that no lectures are given on this subject at the University? Has there been any move in this State to have a Chair of Psychiatry established at the University?

The Hon. Sir THOMAS PLAYFORD—The University is controlled by a council and a senate, upon which the Government has no representation. It is one of the few universities in Australia that is able to function completely outside Governmental control. There are a number of members appointed by this House to the council, but they are not actually Government members because they represent Parliament rather than the Government. As far as I know, there have been no requests from the University for any finance for a Chair of Psychiatry, and I do not believe the establishment of such a chair would be justified. It would cost much money and it would be much more economic for the number of students we would have to send them to another well-accepted University than to establish a chair here—although these are only my personal views.

For many years the Sydney University was the only one in Australia that had a Veterinary Chair, and we have supported the Sydney University for a number of years with direct grants and with payments of fees for students to go to Sydney to get their degree in Veterinary Science. The Queensland Government at one time felt it was not prepared to support Sydney University and established a chair of its own, but I should think that would be much more costly and a much less effective arrangement than the one the other States have which has been well conducted and profitable to us. I doubt whether it is feasible for every Australian university to set up a specialized chair in every subject, but on the general question of whether we have sufficient staff in our hospitals I know this matter has caused the superintendent much concern in the past. I have not heard any reports recently that he is in any great difficulty, but I will make inquiries and inform the honourable member, and if there is any special action that should be taken I will see that it is taken.

MOUNT COMPASS AREA SCHOOL.

Mr. JENKINS—Can the Minister of Education say what progress has been made towards the commencement of the building of the proposed area school at Mount Compass?

The Hon. B. PATTINSON—I do not think it would be proper for me to give any detailed information concerning the progress, other than to say it has been decided to establish an area school at Mount Compass as well as at some other centres, but I cannot say when it will be commenced. This project is something to be included in the Treasurer's Loan Estimates at a later stage, and I cannot say whether it will be included in this year's Estimates, but I am favourably disposed to its establishment as soon as possible.

METROPOLITAN PETROL STATIONS.

Mr. RYAN—Yesterday I asked the Premier a question relating to the site limitation agreement between oil companies, and he stated that it was one solely within the jurisdiction of the oil companies themselves, but when speaking on a Bill introduced by Mr. Dunstan in 1954 the Premier stated:—

I publicly expressed my concern in this House, and immediately the oil companies approached me and gave a written undertaking that the number of retailers and resellers would not be increased in the metropolitan area. It has been the opinion, where an independent service station was selling more than one

brand of petrol but was actually tied to a particular company and at the opportune time the company considered that that station should become a single brand station, that this gave the right within the terms of the agreement for the other companies to establish new stations wherever they desired. Is it a fact that, in view of those facts and the Premier's interpretation of the agreement, an application was lodged at the beginning of this week for an increase in the margin of profit by the resellers of petrol?

The Hon. Sir THOMAS PLAYFORD—It may be useful to the honourable member, and to members generally, to have the facts of the numbers of one-brand service stations in the metropolitan area made available so that they will know the actual position. One of my officers who investigated this matter reports:—

It has been ascertained from the oil companies that the number of one-brand stations in the metropolitan area has been virtually fixed over the past five years as follows:—

July 1954—402, plus 52 under construction.

Dec. 1955—451.

Dec. 1956—450.

Dec. 1957—448.

Dec. 1958—452.

Apl. 1959—452, apart from 5 or 6 "Atlantic" stations now being introduced.

The Atlantic company was not involved in the original agreement. The number of "independent" or "multi-brand" stations in the metropolitan area in July, 1954, was 7, which has now fallen to 5. In addition a number of businesses which are not primarily petrol re-sellers have re-sellers' licences for the benefit of their customers, as in the case of large car sales businesses and tyre businesses. These amount to 32 at present and would appear to have remained fairly constant over recent years. These latter installations should perhaps be left out of the consideration which at present concerns you.

Taking, therefore, "one brand" and "independent" service stations together, the numbers have over the past five years been practically stable at about 460. During that same period of five years the number of metropolitan vehicle registrations has risen from an estimated 135,000 to an estimated 165,000, or by 22 per cent. This means that the number of vehicles per service station has risen from about 290 to about 360, and it seems probable that the turnover of the service stations has risen by a somewhat greater proportion than this.

Those figures certainly do not disclose any evidence which will occasion any rise in the price of petrol.

Mr. FRANK WALSH—I understood the Premier to say that the United Atlantic Oil Company was about to open service stations. Does he know whether that company has applied

for a terminal for its distributing point, or will it be associated with the Vacuum Oil Company and use its terminal the same as the Neptune Company has an arrangement with the Shell Company?

The Hon. Sir THOMAS PLAYFORD—The honourable member is aware that the Standard-Vacuum Oil Company is building a refinery near Port Noarlunga. One of its constituents is the Atlantic Company, and as it will be involved in financing the big refinery it will naturally desire to have some outlet for the petrol it will be producing. I understand that discussions are going on with other companies as regards a quota of service stations in the metropolitan area, and when I hear that some agreement has been reached I will advise honourable members accordingly.

SOUTH-EASTERN PORTS.

Mr. CORCORAN—I have received a letter from the Stockowners' Association, Millicent committee, dated June 9, which states:—

This Association asks if you will be kind enough to place the following resolution which was carried at our meeting on Monday, June 8, 1959, before the Government:—

That this meeting of stockowners request the Government to instruct the Harbors Board—

(1) To have a check made of local currents in Rivoli Bay.

(2) That a probe be made of the ocean bed at South-End to ascertain the depth of sand, rock or clay that may occur.

Our request is prompted by the contradictory reports which appear in soundings taken 70 years ago and those taken in 1948. Whereas the earlier chart states that the seabed in Rivoli Bay is mostly hard rock the latter states the bed is mostly sand, a grave discrepancy.

Is the Minister of Works prepared to accede to that request?

The Hon. G. G. PEARSON—I am not quite sure what is involved and what time and money would be required to give effect to the request. If the honourable member will let me have the letter I will refer it to the Harbors Board and notify the honourable member in due course.

WILLSDEN INFANT SCHOOL.

Mr. RICHES—Is the Minister of Education in a position to supply the report he promised yesterday to obtain from the Director of Education on the provision of emergency accommodation at the Willsden infant school?

The Hon. B. PATTINSON—I have received a lengthy report from the Director indicating

that the Construction Officer of the Architect-in-Chief's Department has notified that three, and perhaps more, rooms will be available for the new infant school at Willsden by the end of July, but last week the headmaster wrote stating that he expected between 40 and 50 children to seek admission to the school on June 29. Arrangements have been made to hire the new Methodist church hall which is only about 100 yards from the school from June 29 until the new rooms are ready for occupation.

MARREE WATER SUPPLY.

Mr. O'HALLORAN—Has the Minister of Works the information he promised to obtain concerning proposals for improving the Marree water supply?

The Hon. G. G. PEARSON—The old water supply to Marree was provided by arrangement with the Marree Water Trust and the Commonwealth Railways Department. With the effluxion of time the trust went out of existence, the Commonwealth required greater quantities of water for its own purposes, and the difficulty of supplying the township with water arose. The department investigated the matter and requested Cabinet approval for certain funds to re-organize the supply. Cabinet has approved of the project and the District Engineer at Crystal Brook, in whose area Marree is situated, has been notified and is making arrangements for the installation of the necessary equipment. It is hoped that the new scheme will be in operation during November.

BIRDWOOD HIGH SCHOOL PLAYING FIELDS.

Mr. LAUCKE—Can the Minister of Education say whether finality has been reached in the seemingly interminable negotiations for the purchase of land adjacent to the Birdwood high school for the purpose of providing playing fields for that school?

The Hon. B. PATTINSON—No. I enlisted the aid of the Premier but I have received no final report on the practical suggestions he made. I will inquire and let the honourable member know as soon as possible.

HOUSE INSURANCE.

Mr. FRANK WALSH—Can the Premier state whether the Housing Trust has ever considered requiring home purchasers to be insured to secure the free title of a home in the event of the death or permanent disability of the purchaser?

The Hon. Sir THOMAS PLAYFORD—The Housing Trust usually provides the house, but

the purchaser frequently makes outside arrangements for finance. Homes are normally purchased through building societies, the Savings Bank and other institutions. The trust is only the general contractor. Housing Trust rental homes are insured by the trust, but they, of course, are, and remain, the trust's property. Houses purchased under the State Bank scheme are subject to insurance and I think similar schemes exist with the Savings Bank and the Commonwealth Bank. I will check on this matter, but normally it is the purchaser's obligation to provide his own insurance.

DAYLIGHT EXPRESS TO MELBOURNE.

Mr. TAPPING—On two occasions I have advocated the need for running a daylight express to Melbourne and I recently heard that negotiations took place between the two governments concerned, that progress was made, and that a daylight express might now be possible. Does the Minister representing the Minister of Railways know whether progress has been made?

The Hon. G. G. PEARSON—I will make inquiries from my colleague.

NORTH ADELAIDE CROSSING GATES.

Mr. CUMBE—Last year I asked several questions regarding the traffic congestion at the North Adelaide railway crossing and sought the installation of automatic traffic gates there. I was informed that the roads leading to the crossing on the eastern side created a bottleneck and that a conference was to be arranged with the Adelaide City Council, the Highways Department and the Railways Department before any installation could be provided. I have not heard the result of such a meeting. Will the Minister of Works take this matter up with the authorities mentioned to see whether this work can be expedited, for the congestion is increasing weekly?

The Hon. G. G. PEARSON—I will refer the matter to the Minister of Railways and obtain a report.

LEAVING HONOURS CLASSES IN COUNTRY.

Mr. QUIRKE—As is wellknown, country students wishing to take the Leaving Honours course are required to come to the city to study and take their examinations. This imposes a rather severe penalty on them because of difficulties of obtaining accommodation and other considerations. Will the Minister of Education state whether there is any intention on the part of his department or the Government to take action to have Leaving Honours classes attached to country high schools?

The Hon. B. PATTINSON—Yes, there is every intention on the part of the Government and the Education Department to make Leaving Honours classes available in country high schools as soon as it is practicable to do so. There is a fairly widespread demand for them in some leading country centres. In the last year I have had requests from high school councils at Glossop, Mount Gambier, Port Pirie and Port Augusta, and I know that the members for the districts, Messrs. King, Ralston, Riches and the late Mr. Davis, and others, have been very strong advocates for the extension of the system. On the other hand it is not practicable for the Education Department to set up these Leaving Honours classes at present, because it just has not got the highly skilled secondary teachers available to do so, and Leaving Honours classes are somewhat extravagant of these teachers. It requires 30 to 35 students before these classes can be considered. These teachers are not available at present and I cannot hazard a guess when sufficient will be available to satisfy the very legitimate requests from the larger country centres. However, I assure the honourable member, other members and the public that these classes will be established as soon as possible.

FARM IMPLEMENT PRICES.

Mr. HUGHES—I recently received a letter from a constituent, who states:—

In view of the promptings and urgings to farmers to lower their costs, etc., by various members of the community, I think it about time that the machinery suppliers were asked a few questions. Prior to last harvest Massey-Ferguson raised the price of headers considerably. A few weeks ago they dropped the price of their P.T.O. model by approximately £150 and of the self-propelled header by £525. As far as I could find out, there has been no reduction in prices of raw materials or wages.

We purchased a 585 M.F., which is a self-propelled header, last harvest, and used it for about three weeks, less the time it was idle through breakdowns. Now we find that through depreciation and the drop in the new price, three weeks' work cost us £1,000 in capital loss. This is apart from running costs for fuel and maintenance, and it is, of course, outside our control as farmers. Could this sort of thing be investigated by the Prices Branch, or could you bring it up in the House? This letter was written by a Mr. C. Cooper, Box 16, Moonta. Will the Premier ask the Prices Department to ascertain the reason for price increases by this company prior to the harvest and for reductions a few weeks after the harvest?

The Hon. Sir THOMAS PLAYFORD—I am not sure that the proceedings the honourable member mentioned do not frequently take place. At the end of the summer season stores advertise sales and stock remaining as to be disposed of in some cases at half price, and in some cases at less than cost price.

Mr. O'Halloran—Having jacked up the prices previously.

The Hon. Sir THOMAS PLAYFORD—That may be so, but it is a common practice for stock held over to be sold at low prices. That is not an unusual factor in business. If the honourable member will give me the letter, I will ask the Prices Commissioner to see whether there were any special circumstances that enabled the company to make a big reduction in price. I would have thought it was all to the good to have machinery available at a cheaper price, and that it should not give us any concern.

INQUIRY INTO CANNING INDUSTRY.

Mr. BYWATERS—A number of fruitgrowers in my district are concerned about the unsatisfactory way they have received their payments for fruit supplied to canneries and the way the fruit has been selected and graded. This is causing so much concern in other areas as well that the Premier has instituted an inquiry into the whole canning industry. Will he state how far this inquiry has developed, whether any fruitgrowers concerned have been requested to give evidence and, if not, whether there is a likelihood that they will soon be able to give evidence before the Committee?

The Hon. Sir THOMAS PLAYFORD—No report has yet been obtained. The committee is investigating the matter, and I understand that arrangements have been made for a wide representation of fruitgrowers and other interests to give evidence. So far as I know there is no hold-up in any respect.

NORWOOD HIGH SCHOOL.

Mrs. STEELE—Can the Minister of Education tell me how far advanced are the plans to build a new Norwood high school at Stonyfell? In view of the fact that it is expected by the school council that the buildings will be ready for occupation by the first term of 1960, but that no start has yet been made on the actual building, what is the position regarding this school?

The Hon. B. PATTINSON—It is equally expected by the Education Department that the first stage of the building will be completed in time for the beginning of the next

school year. Although a start has not been made on the job physically, a large amount of work has been done by the building division of the Architect-in-Chief's Department, and I am confident that enough of the school will open at the beginning of the next school year to accommodate the students who will require accommodation then.

EVICCTIONS BY UNNATURALIZED MIGRANTS.

Mr. RYAN—In view of the large number of eviction orders being obtained at present through various courts by people who are not naturalized Australians, will the Premier consider some limitation in the Act, especially as both the Commonwealth and the State authorities are now complaining about the lack of interest in naturalization by people who could be naturalized?

The Hon. Sir THOMAS PLAYFORD—I presume the honourable member has in mind an alteration of the Act to bar persons who are not naturalized, but who own properties and obtain eviction orders to secure them.

Mr. Ryan—Something of that sort.

The Hon. Sir THOMAS PLAYFORD—Before an unnaturalized person can purchase property he must get the Minister's permission.

Mr. Ryan—That is not hard to get.

The Hon. Sir THOMAS PLAYFORD—No, and I hope it will not become more difficult. It is a bad thing in any community to have two or three classes of people. If we are to make good citizens of these people, and we want them here, we should give them the same treatment as we get ourselves.

UME EWARRA MISSION STATION.

Mr. RICHES—I agree entirely with what the Premier said about other people getting the same treatment as we get ourselves, and I think particularly of aborigines. I draw the attention of the Minister of Works to the position at the Umeewarra mission station just outside Port Augusta. About 10 years or so ago the aborigines there lived in wurlies, and the department and the mission authorities set out to replace the wurlies by erecting small buildings to house the aborigines. In the last two years the department has sought to provide further housing for selected aboriginal families. Whether it is because of the hostel facilities available at Port Augusta we do not know, but aborigines have come there from all parts of the State until now we have a

bigger population living in wurlies than ever before. There is a situation at the school that has been allowed to deteriorate. Could the Minister find time to visit the mission to see the position and take the necessary action? If that is not possible, could he obtain a full report from a responsible officer in his department, not only on the conditions obtaining there but the steps that should be taken to effect an improvement?

The Hon. G. G. PEARSON—No matter in my department gives me greater concern than that of providing facilities for and improving the lot of aborigines generally. The honourable member's question showed that he appreciates that aborigines are nomadic and wander from place to place. They congregate from time to time at a place that appears to them to be most favourable; therefore, the population at any given place does not remain static. The honourable member knows that, in the northern parts of the State particularly, we have to deal with aborigines in all possible stages of enlightenment and development. Even if we built 100 houses in and around Port Augusta for occupation by aborigines, we would find, as we now find at Coober Pedy, that a good number of the natives would be too primitive to understand the reason for the houses. One difficulty is the treatment of sick natives.

Mr. O'Halloran—In many cases when a death occurs in a house the natives will not return to it.

The Hon. G. G. PEARSON—That is so. It is difficult to treat them at a hospital because they will not stay in it. If we gave them houses many would not understand why we had done it. There is a need to enlighten public thinking on this matter. Many people believe that overnight aborigines can change their habits from wurlies to bungalows, but that is not so.

Mr. Riches—I think that in some cases they are happier in wurlies than houses, but there is still a situation at the mission.

The Hon. G. G. PEARSON—That is correct. Regarding schooling of mission students, the mission authorities from time to time have difficulty in maintaining the standard of educational facilities they desire. In conference they have informed me that they are not able always to obtain the staff they want. The Government has been generous in assisting them in these matters. We have provided housing at stations free of cost to the missions. We have assisted them in other ways to

a substantial extent and I am sure we will continue such assistance. The Umeewarra Mission is adjacent to Port Augusta and under a recent arrangement some of the children are being conveyed to school at Port Augusta. That is desirable because if we are to have integration it should occur at the juvenile level. I appreciate the problem. Last year we appointed a welfare officer at Port Augusta and no doubt he has assisted materially in dealing with the problem. For some time it has been my desire to visit the various mission stations. We keep in contact with them as closely as we can and they come to us when they want something. We have discussed with them the possibility of education through the church missions, but so far no arrangement has been possible. On a future occasion, when going through Port Augusta, I shall endeavour to stop over long enough to have a look at the Umeewarra Mission and consider the problems mentioned by the honourable member.

IRON ORE DEPOSITS.

Mr. O'HALLORAN—I understand that some exploratory boring has been carried out by the Mines Department in pastoral country south-east of Yunta, and more recently in the vicinity of Yalpara, both of which places are in my electorate, to test the deposits of iron ore known to exist there. Has the Premier any information on the matter, particularly about the possibility of deposits of quantity and quality being disclosed as the result of exploratory boring?

The Hon. Sir THOMAS PLAYFORD—I have not seen a written report on this matter but the Director of Mines and the Assistant Director have given me some verbal information. There is a large body of ore in the area mentioned by the honourable member. It is hematite ore of very fine grade, but as far as we can judge it is only 30 per cent ore, which would not make it, I think, an economic proposition. The investigations are not yet complete and a final report has not been presented. I would not like to suggest that it was not a feasible proposition or that the field could not be opened up.

ROAD PROGRAMME.

Mr. QUIRKE—Yesterday the Premier presented a report regarding roads. Can the Premier say whether special consideration will be given to the northern and north-eastern parts of the State? Eyre Peninsula is in the same category, but I do not want to trespass on the

preserve of another honourable member, although the roads there make the people believe that they belong to a forgotten legion. In the Burra area, until the Jamestown road was completed last year, and the completion of the bitumen road to Hanson this year, there was not more than a few yards of bitumen in the district. The people there have had to put up with unsealed roads and the councils have done a good job, but the people have been waiting a long time for something better. I suggest that the roads needing special consideration are those from Jamestown through Mannanarie to Orreroo, and the lateral roads from Morgan to Burra and from Burra through Hallett to Terowie, which could provide a much needed northern link with the river areas. Then there is the Burra-Booborowie-Jamestown road. I do not suggest that they should be sealed immediately but the people living in the areas concerned, and those farther north, are worthy of special consideration in view of the long time they have been waiting for decent main and access roads.

The Hon. Sir THOMAS PLAYFORD—The policy followed by the department is to give urgent attention to the roads that have the heaviest traffic. The work has proceeded fairly satisfactorily, and to such an extent that we can now spread our activities farther afield. The amount of money available is increasing. The new roads agreement will give us in the first year some increase, but it will not be appreciable. It will be an increasing amount and by the end of the term of the agreement a larger programme will be possible than at present. I assure the honourable member that it is the Government's policy to decentralize the departmental activities and to do as much outside work as possible, and increasing grants to that end will be made.

GRANTS TO COUNCILS.

Mr. LAUCKE—Modern traffic necessitates the widening of many district roads in country areas and as they are widened so telephone transmission lines must be moved at a debit to the local councils. Last year a council in my electorate paid just under £2,000 to have lines moved. The incidence of this cost to councils is serious. Could consideration be given to making grants to councils to cover the amount spent in moving P.M.G. telephone lines or Electricity Trust power lines?

The Hon. G. G. PEARSON—I agree that it is frequently necessary to shift telephone lines when widening roads, though in most cases it

is done not necessarily out of district council funds, but out of funds provided by the Government to assist towards that purpose. Therefore, the cost of removing telephone lines, or part of it at least, is provided out of Loan money but, of course, considerable sums are expended on this purpose by councils. I do not know whether any better arrangements can be made with the Postmaster-General's Department, but it is established practice within State Government departments that where one department wants something done for its benefit it bears the debit. I will bring the question to the notice of the Minister of Roads.

GAWLER ROAD.

Mr. HAMBOUR—When approaching Gawler from the North-of-the-River Road one can see many tyre marks on the road and again when one turns into Gawler Road. I believe that the post on the lefthand side should be taken back at least six feet so that accidents will not occur in future. Many vehicles have climbed the island because the passageway is much too narrow, but there is plenty of space on the lefthand side of the road.

The Hon. G. G. PEARSON—I am not quite sure whether the problem is that the passage is too narrow or the road too good, but I will bring the question to the notice of my colleague, the Minister of Roads.

PRE-SCHOOL KINDERGARTENS.

Mr. BYWATERS—For many years pre-school kindergartens have been doing magnificent work in looking after children and preparing them for their education, but most of them are financed by local effort on a voluntary basis. Can the Minister of Education say whether consideration has been given to the Education Department's taking over pre-school kindergartens?

The Hon. B. PATTINSON—Consideration has been given from time to time, but the Government and Parliament have never accepted the responsibility for pre-school kindergarten education, although over the last 10 years increased amounts have been voted annually for the Kindergarten Union. The honourable member's question involves policy, but I am prepared to discuss it with my colleagues in the Government. However, my personal opinion is that it is not the intention of the Government to take over any pre-school kindergarten work.

Mr. COUMBE—I appreciate the assistance that has been given to the Kindergarten Union. It has established a training college in my

electorate in North Adelaide, but it has a problem in that one kindergarten which has been in existence over 25 years is finding it extremely difficult to carry on because of lack of funds. It receives most of its income from the Kindergarten Union, and I ask whether the Government will be prepared in the next financial year to increase greatly the grant to the union?

The Hon. B. PATTINSON—I can only repeat what I have said previously, that the Government has never accepted the responsibility for pre-school education. In fairly recent years it first made a token grant of about £3,000 to the Kindergarten Union to assist it in the very desirable work of pre-school education. Like Topsy, that amount grew year by year, and I think that the grant this year was £135,000. That is a staggering sum and was probably never envisaged by the Government of the day when it embarked on this venture. Every year the Premier, as Treasurer, has been most sympathetic towards the requests of the Kindergarten Union; in each of the last few years he has increased the grants, and I am sure he will give the matter sympathetic consideration when I approach him later on it this year. I have already received a request from the Kindergarten Union for an increase, and also a request for the president, secretary and treasurer to wait on me as a deputation. I shall see them some time next week, receive them with courtesy, and give them every consideration.

STURT ROAD BRIDGE.

Mr. FRANK WALSH—The Housing Trust is building about 350 double-unit homes in the subdivision of Edwardstown in my electorate, and children from those homes have to cross a bridge on the Sturt Road to get to Sturt Primary School. The road carries much traffic, and in the interests of safety I think a footbridge should be erected for their use. I realize that a drainage problem is involved in this area, but I ask the Minister whether he will obtain a reply to my question from the Minister of Roads?

The Hon. G. G. PEARSON—Yes.

EYRE PENINSULA TRANSPORT.

Mr. BOCKELBERG—I believe the Government is aware of the transport difficulties of central and upper Eyre Peninsula, particularly since the *Yandra* went on the rocks, for the shipping companies have only been able to substitute a much smaller vessel. Much

material that should be shipped to Eyre Peninsula is being carried by truck by fly-by-night carriers.

Mr. Hambour—Legally or illegally?

Mr. BOCKELBERG—I shall not go into that question, but people on central and upper Eyre Peninsula have been seeking a better road transport system for some years. I understand that recently a young man from upper Eyre Peninsula was picked up when driving around the streets of Adelaide in an empty truck and will be charged for carrying goods illegally from Eyre Peninsula. It seems to me that Eyre Peninsula is being penalized when people are being picked up in Adelaide without being caught in the act of carrying goods. Will the Premier earnestly consider the transport problems of Eyre Peninsula?

The Hon. Sir THOMAS PLAYFORD—Yes.

CALOOTE SCHOOL.

Mr. BYWATERS—About five years ago electricity mains were taken through Caloote, and the school committee applied to have the power taken to the school, but so far it has not been connected. The committee uses the school building for raising funds, and I ask the Minister to try to expedite a power supply to the school.

The Hon. B. PATTINSON—I am not familiar with the subject matter, but I shall be pleased to look into it.

LINWOOD BRIDGE.

Mr. QUIRKE—Everyone that travels on the Main North Road is aware of the tight manoeuvre necessary to negotiate the Linwood Bridge from the northern end. There have been fatal accidents at this bridge and the Highways Department, pending the construction of a new bridge, has provided safeguards, yet accidents still happen there. On the northern approach on the western side a heavy steel protection has been installed so that if vehicles contact it they will not go into the river. Notwithstanding that, some have gone into the river and occupants have been killed. About 1ft. above that steel guard a single strand of barb wire has been fastened. That will guarantee that if you do not break your neck by going over the bridge you will certainly cut your throat. It is a dangerous and deadly installation, and I ask the Minister representing the Minister of Roads to consider the necessity for it. I do not see how it serves any useful

purpose, and it certainly will not prevent a large vehicle from going into the river.

The Hon. G. G. PEARSON—I will forward the honourable member's question to my colleague.

MYPOLONGA PLANTINGS.

Mr. BYWATERS—Has the Minister of Lands a reply to the question I asked yesterday concerning extra plantings in the Mypolonga area?

The Hon. C. S. HINCKS—A request from the Mypolonga Advisory Board to extend plantings in the area generally is being examined, and the Engineer-in-Chief has been asked to furnish an estimate of the cost of additional pumping facilities that will be required. When the information is received, Mr. Prosser's request, together with those of other settlers who have applied, will be considered.

THIRD PARTY INSURANCE.

Mr. TAPPING—Recently the Victorian Government appointed a Royal Commission to consider all aspects of third party insurance and matters incidental thereto. Included in the terms of reference is the possibility of extending the "No claim" bonus to accident-free motorists, as applies under our comprehensive insurance, to induce motorists to take more care and to lessen the road toll. Is the Premier prepared to submit this question to the special committee on third party insurance to ascertain whether such a scheme might profitably be introduced in South Australia?

The Hon. Sir THOMAS PLAYFORD—I would not like to express an opinion on the question, but I will have it examined.

[Sitting suspended from 3.33 p.m. to 4.8 p.m.]

APPROPRIATION BILL (No. 1).

Returned from the Legislative Council without amendment.

PUBLIC PURPOSES LOAN BILL (No. 1).

Returned from the Legislative Council without amendment.

ADJOURNMENT.

At 4.09 p.m. the House adjourned until Tuesday, July 21, at 2 p.m.